

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROJECT BUSINESS MATTERS
Reimbursement Time Extension
Resolution: G-01-21

Prepared By:
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CTC Meeting: April 3-4, 2002

Reference No.: 2.8d

Original Signed By
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April 1, 2002

WAIVER REQUEST – CTC RESOLUTION G-01-21

CTC STIP GUIDELINES

SECTION 65 – TIMELY USE OF FUNDS

LOCAL STREETS AND ROADS PROJECTS

WAIVER-02-10

RECOMMENDATION

The Department of Transportation's recommendations are shown on the attachment.

SUMMARY AND CONCLUSIONS

Resolution G-01-21, *STIP Guidelines*, adopted by the California Transportation Commission (Commission) on July 12, 2001, stipulates that funds programmed for project development and right of way components of local grant projects are available for expenditure only until the end of the second fiscal year after allocation. The guidelines further stipulate that the Commission may approve waivers to the timely use of funds deadline one time only for up to twenty months in accordance with Section 14529.8 of the Government Code.

The Commission has allocated \$5,015,000 in fiscal year 1999-2000 for the four projects on the attached list. The implementing agencies have been unable to expend the funds and do not anticipate expending all the funds by the June 30, 2002 deadline. The attachment shows the details of each project and the delays that have resulted in the extension requests. The project sponsors request extensions, and the planning agencies concur.

Time Extension/Waiver – Reimbursement Deadline
Item 2.8d – Local Streets and Roads Projects
Program Year 2001/2002

Project #	Applicant County	Extension Amount By Component (\$ in thousands)	Number of Months Requested
		E&P	Extended Deadline
	PPNO	PS&E	
	Project Description	R/W	CT Recommendation
		CON	
	Reason for Project Delay:	TOTAL	
1	City of Fremont Alameda	\$0 \$3,500	18 months
	PPNO: 2109	\$0	12/30/2003
	Grade Separations at Washington Blvd & Paseo Padre Parkway	\$0 \$3,500	Support – meets STIP guidelines
<p>This request for expenditure extension is due to unforeseen and extraordinary circumstances beyond the control of the City of Fremont. It is necessary primarily because of two elements: railroad (UP) involvement and the schedule for the BART extension. This complex project is complicated further by the concurrent efforts to extend BART to Warm Springs and San Jose as a result of Measure B in Alameda County and Measure A in Santa Clara County. The City has experienced delays in negotiations with UP Railroad staff because of UP's negotiations underway with the Santa Clara Valley Transportation Authority (VTA) for the BART extension. UP refused to meet with the City for several months because they did not want to lose a perceived advantage in their negotiations with VTA. UP is now cooperating with the City, and agreements between the City and UP are in the process of being drafted to avoid further project delays.</p> <p>The timing of the efforts for the BART extension have presented some opportunities for the City, BART and VTA to closely coordinate efforts that will optimize the funds available for each of the projects. VTA's purchase of a portion of the UP tracks and the timing of UP vacating the right-of-way directly impacts the scope of the grade separation project. There was also a delay to the project to coordinate with BART and VTA on survey data. BART and the City are also exploring other opportunities to realize cost savings in the areas of right-of-way acquisition and design. This coordination takes time. As a result of these delays, the City is requesting an 18-month extension of the expenditure deadline. An approval of this request will support the City's efforts to support the BART Warm Springs Extension.</p>			
2	City of Shafter Kern	\$576 \$0	15 months
	PPNO: 8700	\$0	09/30/2003
	Roadway Widening on Seventh Standard Road from State Route 99 to Santa Fe Way	\$0 \$576	Support, meets STIP guidelines
<p>On June 15, 2000 the CTC allocated \$576,000 in State-only funding for Environmental Studies and Permits (E&P/PA&ED) for this project. In the last half of that year, the Governor announced the Transportation Congestion Relief Program (TCRP) projects. Included in the TCRP funding was \$8 million for the State Route 99 interchange at Seventh Standard Road. Also, at about that same time, funding was approved through the State grade separation program for an overcrossing of Seventh Standard Road at the Union Pacific Railroad, immediately west of the interchange. Both of these projects were located within the original scope of the Seventh Standard Road project.</p> <p>After multiple negotiations with all applicable agencies, it was agreed to split the interchange/overcrossing project into a separate, stand-alone project. The City of Shafter submitted a request for FTIP amendments to Kern COG in January 2001. In February 2001, the City submitted a request to Kern COG for reconsideration of project match requirements and funding commitments due to the changing scope of the project. In April 2001, the City was notified that the State had approved the FTIP amendment, and Federal approval was received in May 2001. The City of Shafter was negotiating with representatives of the COG, Caltrans, Kern County and the Greater Bakersfield Separation of Grade District. By August 2001, the team reinitiated the process for the re-scoped Seventh Standard Road project. The changes in scope and funding brought about by the TCRP funding and the State grade separation program have caused a 15-month delay in the Seventh Standard Roadway Widening project. Therefore, the City is requesting a 15-month extension of the expenditure deadline. However, the project E&P/PA&ED is now advancing normally and it is expected that future phases of the project will proceed in an efficient and timely manner.</p>			

Time Extension/Waiver – Reimbursement Deadline
Item 2.8d – Local Streets and Roads Projects
Program Year 2001/2002

3	County of Santa Barbara	\$522	20 months
	Santa Barbara	\$0	
	PPNO: 4611	\$0	02/28/2004
	Construction Ekwill Street from Fairview Ave to Rte 217 with Connection to Rte 217	\$522	Support, meets STIP guidelines
<p>In December 1999 the Chancellor of the University of California at Santa Barbara (UCSB) met with the Santa Barbara County Third District Supervisor to express grave concern with the signalized intersection of Ekwill Street and Route 217 as reflected in the proposed scope of the subject project. It was agreed that the County, in coordination with the University, would re-evaluate the proposed project and identify and evaluate other options in an effort to reach consensus on a preferred alternative. After a year of study that didn't result in agreement, the conflict was heard by the CTC at its December 2000 meeting. The direction from the CTC was to seek an option that would be acceptable to all. In early 2001, a facilitated workshop process was begun, including Caltrans, SBCAG and others. In November 2001, a preferred alternative was identified. However, the additional coordination and alternative study seriously impacted the environmental schedule for this project. The County estimates that the delay has cost over two years in the environmental schedule.</p> <p>With the preferred project option identified, the County has been working with Caltrans to develop a new project approval process through the PA&ED phase. A new schedule has been established that has environmental approval occurring in late 2003. In order to ensure that all programmed PA&ED funding can be expended, the County is requesting a time extension of 20 months. In addition, the County is submitting to Caltrans a STIP amendment request to address the shifting of programming for the PS&E, Right-of-Way and Construction phases.</p>			
	County of Santa Barbara	\$417	20 months
	Santa Barbara	\$0	
	PPNO: 4612	\$0	02/28/2004
	Construction Fowler Road from Fairview Ave to Rte 217	\$417	Support, meets STIP guidelines
<p>In December 1999 the Chancellor of the University of California at Santa Barbara (UCSB) met with the Santa Barbara County Third District Supervisor to express grave concern with the signalized intersection of Fowler Road and Route 217 as reflected in the proposed scope of the subject project. It was agreed that the County, in coordination with the University, would re-evaluate the proposed project and identify and evaluate other options in an effort to reach consensus on a preferred alternative. After a year of study that didn't result in agreement, the conflict was heard by the CTC at its December 2000 meeting. The direction from the CTC was to seek an option that would be acceptable to all. In early 2001, a facilitated workshop process was begun, including Caltrans, SBCAG and others. In November 2001, a preferred alternative was identified. However, the additional coordination and alternative study seriously impacted the environmental schedule for this project. The County estimates that the delay has cost over two years in the environmental schedule.</p> <p>With the preferred project option identified, the County has been working with Caltrans to develop a new project approval process through the PA&ED phase. A new schedule has been established that has environmental approval occurring in late 2003. In order to ensure that all programmed PA&ED funding can be expended, the County is requesting a time extension of 20 months. In addition, the County is submitting to Caltrans a STIP amendment request to address the shifting of programming for the PS&E, Right-of-Way and Construction phases.</p>			